

MONTANA AERONAUTICS COMMISSION



Volume 17 No. 7

July, 1966

VANCOUVER, BRITISH COLUMBIA SITE OF INAC CONVENTION

Mr. A. N. "Art" Parry, President of the International Northwest Aviation Council has announced that further plans for I.N.A.C.'s 32nd annual convention were firm at their Summer Board Meeting held in June.

Dates were set for September 1, 2, and 3.

Location for the convention will be Vancouver, B. C. with Headquarters at the Bayshore Inn.

Dennis Rennick, Airport Manager at Regina, Sask. is the Over-All convention program chairman with C. E. "Sandy" McPherson, Helena, Montana handling the United States Program.

A few of the speakers expected to highlight the American portion of the program are: Dr. Ferbay of Trans World Airlines and World Renowned Aviation Authority; Richard J. Munro, Chief of Information and Education, Montana Fish and Game Department; Francis Fox, General Manager of Los Angeles International and President of AAAE.

Plans are pending for the appearance of a NASA demonstration Team.

This will be 3 exciting days of an extremely worthwhile program and fun. Convention attendance is ex-

pected to beat all records. Labor day week-end follows the dates of the convention.

All Montanans are urged to attend —Mark Your Calendar and Make Your Plans—Vancouver, B.C.—September 1, 2 and 3. INAC.

(Further details in August Newsletter).

CORRECTION!

Please note that the **ENTERPRISE** phone number for use at West Yellowstone (published in the June issue of the newsletter) should be **ENTERPRISE 659**.

For your convenience the Federal Aviation Agency has provided a Free Phone Service from West Yellowstone to the Bozeman Flight Service Station. — File Flights — Close Flight Plans — Obtain Weather Briefings —. Ask the Operator for **ENTERPRISE 659**. You will be connected with the Bozeman Flight Service Station and the Federal Aviation Agency will be automatically billed for your call. This service is available from any telephone in the West Yellowstone Community. Effective from June 1, 1966 through September 30, 1966.

C. R. ADAMS APPOINTED AVIATION EDUCATION SUPERVISOR



New Aviation Education Supervisor—
Ron Adams.

Charles "Ron" Adams became Aviation Education Supervisor on June 1, 1966. Through an interdepartmental agreement the Aviation Education Program is budgeted through the Aeronautics Commission with administration and supervision supplied by the State Superintendent of Public Instruction as it is conducted almost entirely through the schools, colleges and educators groups.

Ron Adams, a native of Three
(Continued on Page 3, Col. 1)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

Tim Babcock, Governor

Charles A. Lynch, Director

**Walter Hope, Chairman
Carl W. (Bill) Bell, Vice Chairman
Jack R. Hughes Secretary
E. B. Cogswell, Member
Clarence Anthony, Member
Gordon Hickman, Member
Peter H. Black, Member**



NEW AIRCRAFT FOR COMMISSION OPERATIONS

On April 20, a call for bids was issued by the State Purchasing Department for a replacement aircraft for the Montana Aeronautics Commission. The base bid was drafted around the specifications for a Cessna TU206A. Eight alternates covering various items of special equipment and radio were incorporated into the call for bids.

Bid opening was scheduled for May 19, 1966, and firm bids were received from six general aviation operators in the State of Montana. Five bids received were on the basis of an offer to sell the TU206A taking in trade-in the Cessna P172 owned and operated by the Aeronautics Commission and one bid was received on offer for an outright purchase of the Cessna P172.

All bidders qualified in furnishing bid bonds or cashiers checks in the appropriate amounts relative to the netted figures received.

Of the eight alternates listed in the advertisement for bids, the final award was made on the basis of the base bid plus five of the alternates.

The award was made on the basis of the low-bid figure including the NARCO radio alternate to Holman, Inc., the Cessna dealer in the Great Falls area, at a net cash figure of \$22,149 and was officially covered by Purchase Order 203230 dated May 25, 1966. Delivery was scheduled for June 24 at Great Falls, Montana.

"ACADEMIC EXCELLENCE" PRIME PURPOSE OF ACADEMIES

**By Lt. Gen. Ira C. Eaker
U. S. Air Force, Retired**

I spent the first week in June observing military, academic and social programs and religious services at the Air Force Academy, Colorado Springs, Colo., culminating in graduation ceremonies for the class of '66. Similar traditional programs and pageants were in progress at the same time at West Point and Annapolis, called June Week.

During these June week activities I made some observations which concern and may interest our citizens. In the first place, there was not a long haired, bearded, dirty beatnik or Vietnik anywhere in evidence. How refreshing to be on a college campus where there were no sit-ins, lie-ins or draft card burners! No one was protesting anything and there was no evidence anybody wanted to. This student body appeared to be fully aware of the purpose behind their effort and deeply appreciative of their opportunity.

One is at once struck by the cosmopolitan nature of the cadet group. Here are students from every Congressional district in all our 50 states and many allied foreign countries. This provides an unparalleled opportunity to profit from association with especially selected young men from widely dispersed areas and cultures.

It was apparent throughout that this was an educational institution whose prime purpose was academic excellence. As a matter of fact, the three service academies stand among the first 15, academically, in the list of several hundred colleges whose graduating classes take the college board examinations.

Win Scholarships

During the individual award ceremonies, 26 cadets were introduced who had won scholarships to Oxford and other foreign universities and to many of our own leading universities, to pursue graduate studies in medicine, law, economics, mathematics, physics, chemistry, languages and the humanities. It seems to me that we might well make this a two-way street. Why not offer graduates of our great civilian universities an opportunity to study at our military academies, working toward

a doctorate in national security and survival? Does anybody know any subject more critical for all of us?

Here also is a group whose members establish their standing and precedence in keen competition but based solely on individual merit measured by physical, mental and moral standards, administered with complete impartiality.

Early in the June week program a speaker raised the pertinent query. "What type of education will best fit the young men of today for the world climate in the 1970 - 1990 time span?" I came away from the Air Force Academy feeling that our service schools may be close to the answer to this important question.

There was no evidence that the cadets were pressed into a stereotype. Prussian military mold. Individuality seemed to be favored and fostered. There were, however, two characteristics which all cadets displayed. In these respects they were as alike as identical twins. All were lean, hard and fit, made so by daily drill or exercise and sports. All also uniformly displayed modesty, dignity, courtesy and a regard for the rights and feelings of others. Military men call this discipline.

It is probable that those of us who saw the 459 Air Force Academy, the 580 West Point and the 867 Annapolis graduates (these schools will be the same size, 4,500 each, when West Point and the Air Force Academy complete presently authorized expansions) receive their degrees and commissions at graduation ceremonies June week may have seen the MacArthurs, Eisenhowers, Kings, Nimitzes, Arnolds and Spaatzes of the future, our successful military leaders the next time the chips are down.

I am certain we saw 1,906 superlatively trained young men turned into the mainstream of American life who will exercise a benevolent influence upon our future out of all proportion to their numbers.

Reprinted from: Independent Record, Helena, Montana, June 16, 1966.

FOR SALE: Late 1958 Cessna 182—Skylane. 277 hrs. on \$2,000 Chrome Major, 134 on factory overhaul prop. Full I.F.R.-equipped. With 6 cylinder primers, 6 cylinder head temp. gauge—rotating beacon—5-month old NARCO radio Mark IV with Omni and LFR/3. New heavy duty nose gear—new tires, brake block and disk. Interior and exterior excellent condition—Fresh license. Would take Luscombe sedan, 205 engine or Stinson, SW 165 on trade. Contact: John Bragg, Livingston. Phone 222-0057 after six, or 222-2990 before five. Price: \$8,850.

RON ADAMS

(Continued from Page 1)

Forks, Montana, received his education at Montana State University at Bozeman and Western Montana College at Dillon. He received his Bachelor of Science Degree from Western in 1962, and has completed two quarters of graduate work toward his Master of Education Degree.

Ron has over three years experience in classroom teaching, having taught school at Dillon and came to Helena from Three Forks where he taught the sixth, seventh and eighth grades. He has taught Aerospace in the high school and assisted in the flight training and orientation flights in the 1965 Teachers' Aviation Education Workshop sponsored by the Aeronautics Commission.

Ron has a well rounded aviation background, both military and civilian. He was graduated from the Officer Career Course at Fort Knox, Kentucky and the U.S. Army Aviation School at Fort Rucker, Alabama. He is presently an Instructor Pilot with the Aviation Company of the Montana National Guard. He has been employed as a Charter pilot for a Montana General Aviation Operator and holds a Commercial Pilots License with Instrument and Flight Instructor Ratings.

Ron's new position will entail assisting schools in the integrating of aviation subject matter with existing courses at all grade levels, maintaining and developing instructional materials and teaching aids and the disseminating of aeronautical information to educators and interested organizations. One major program is the teachers workshops currently being conducted at the Universities at Billings, Havre, Missoula, Bozeman and Dillon. The workshops were initiated for the purpose of developing leaders among Montana educators in aviation education.

The Aviation Education Program through the cooperation and far-sighted programming of Montana educators at both State and Local level has been widely accepted and consequently greatly expanded since its origination in 1957.

Ron, his wife Marlene and two children will reside in Helena as soon as suitable housing is located.

FOR SALE: 1959 Comanche 250 Autoflite—Mark II, ADF—Extended baggage. Recent periodic-prop-tires-battery—Excellent condition. Hangared. TTAE 997, SMOH 290. Price: \$11,000. Contact: Ray Carkeek, Ennis, Montana.

ADDITION TO MAC OFFICE STAFF



**Gloria McCabe—
Secretary to the Director.**

Gloria Jeane McCabe was born in Williston, North Dakota, attended High School in Helena, Montana and the University of Maryland.

Gloria was located in Las Vegas, Nevada and Washington, D. C. while in the employ of the Federal Bureau of Investigation in 1962. She was employed for a short time as a legal secretary in San Francisco before returning to Washington, D. C., as a Congressional Secretary on Capital Hill in 1963.

Gloria returned to Helena and joined the Montana Aeronautics Commission staff in the latter part of May, 1966.

Gloria is an enthusiastic water skier, horseback rider and writer. She belongs to the Rainbow Grand Cross of Colors, Congressional Secretary Club, Ex-member of the Montana Legal Secretary Association and Ex-member of the National Baton Twirling Association of America.

At the present time Gloria's husband, Sgt. Robert C. McCabe is a member of the U.S. Marine Drum and Bugle Corps stationed in Washington, D. C. and is currently "on tour" with the Corps.

Gloria and infant daughter are residing with her parents on Canyon Ferry Route, Helena, Montana.

FOR SALE: 1943—D-17-S—Supercharged Stagger Wing Beech—450 h.p. Pratt & Whitney, King KX-100 and Motorola 12E, Full panel—fabric high in green. 5 passenger. Color, gray and yellow. A real performing airplane which has had excellent care. Contact: Fred Naegele, Helena, Montana. Phone 442-4380 or 442-4061.

FOR SALE: 1958 Cessna 175—780 total hours—will have new periodic. Like new. Price: \$6,500. Contact: Anton Nelson, Westby, Montana. Phone 385-4425.

FAA INSPECTOR'S CORNER



DID YOU KNOW:

That pilots at the 101 - 330-hour experience level are the most accident prone?

That the 1001 - 3000-hour group is right on their heels?

Your body requires 3 hours to get rid of one ounce of alcohol?

Your engine can collect carburetor ice under moist air conditions, even though the temperature is well above freezing.

That you can encounter hail when flying below the "anvil" on clear air near a thunderstorm?

That when flying at "maneuvering speed" your airplane will withstand full, abrupt control application in **any** direction without damaging the airplane?

The maneuvering (turbulence penetration) speed for your airplane?

That if your airplane is stressed for 3.8 "G's" (normal category) it has a built-in 50% safety factor?

That if you consistently push this safety factor you'll one day wish to heck you hadn't?

That General Aviation airplanes carried nearly half as many passengers as the airlines on cross-country flights last year?

That some cosmetics (foundation creams, lipsticks, etc.) have a high oil content and should be removed before using an oxygen mask?

That warm days and cool nights make an ideal combination for condensation to collect in partially-filled fuel tanks?

That most light airplanes are the **least** stable (thus requiring the **most** attention from the pilot) in a low-speed high-drag configuration—such as during approach or go-around?

That flying is just about the most fun without laughing you can have?

That you can collect a lot of valuable information at the multiengine pilot's seminar to be held the evening of August 11 at Helena?

That all hands at GADOs 1 and 9 wish you a happy summer of flying and we'll see you here next month?

SILOUX ADOPT WM. PIPER DURING CULBERTSON DEDICATION

The airport dedication, held in conjunction with Culbertson's 1966 Frontier Days, drew a maximum crowd and rated as a "huge" success.

The Ellsworth Air Force Band from Rapid City, South Dakota, provided outstanding program numbers before and during the Dedication Ceremonies. Announcer John Lab introduced Mayor Moore who in delivering his welcome address, stated that the "gaining of the Airport was a genuine effort on the part of EVERYONE in a fight to maintain the identity of a small town."

Recognition was given to the City Council; the County Commissioners; the County Airport Board; the City Airport Board; the Project Engineers—Wenzel & Company; Contractor Hilling and to Mrs. Warren Rumsey who submitted the name "Big Sky Field" for the airport.

Letters and telegrams of congratulations were read including those from Lyman Clayton, Chairman of the Roosevelt County Board and Bill Wenzel of Wenzel and Company of Great Falls, neither of whom could be present.

Mr. William T. Piper, Sr., president of the Piper Aircraft Corporation was featured speaker. Mr. Piper stressed the need and practicability of airports everywhere that people need to go. He cited that Culbertson's Airport was an excellent example.

Mr. Charles A. Lynch, Montana Aeronautics Commission Director opened his talk stating his enjoyment of the Frontier Days—the town and the people. He congratulated the Culbertson Community on its farsightedness which has put it on the track of progress.

Mr. Clay Greening, president of the Montana Flying Farmers, added his congratulations. He related the aims of the Flying Farmers including promotion of the practical use of the small airplane—encouragement of close-in landing strips and their effort to promote youth education in the use of aircraft.

A major highlight of the celebration was the closing of the Dedication Ceremonies—the adoption of

Wm. Piper into the Sioux Tribe by Chief Blue Bird. Mr. Piper was given the name of Chief Flying Bird.



Wm. Piper adopted into the the Tribe—named Chief Flying Bird by Chief Blue Bird of the Sioux.

The celebration continued with a full schedule of fun filled events topped by the crowning of Linda Hartsing as 1966 Frontier Days Queen.

It was reported to us by Mr. Arnold Fredriksen that 58 planes flew in for the event and that approximately 6000 persons witnessed the Dedication.

Mr. Piper stated to Arnold that he could not recall having been more impressed than he was at Culbertson that day.

The town of Culbertson—Eldon Nicholson, Chairman of the Frontier Days—Arnold Fredriksen and John Lab, dedication chairmen—and all committees deserve the very heartiest "Well Done" for a highly successful Celebration and Dedication.

WE APPLAUD

THE BILLINGS HANGAR OF THE MONTANA PILOTS ASSOCIATION—

Membership hit the 200 Mark! . . . Making Billings the largest hangar in the state. Local hangar members have been busy participating in state M.P.A. functions and ENTHUSIASM IS HIGH!

AIRCRAFT FOR BID: Cessna 170—800 hrs. TT on a smooth, low oil consumption, Continental 0-300 engine. This engine has just had a new overhaul on mags and carb. Always hangared—never damaged, 760 hrs. SMOH—Maroon, polished aluminum fuselage, fabric wings recovered with linen in 1959. Primary panel. Lear radio. No time since 100 hr. inspection. New tires. Submit your bid to: Wesley Caspers, 740 East Bannock, Dillon. Phone 683-2734. (May consider trade to a smaller aircraft.)

AOPA PLANTATION PARTY OCTOBER 1 - 6

As in past years, the purpose of the clinics now being planned is to bring you sharply up to date on the facets of general aviation that are particularly significant to you, such as: new and revised FAA regulatory matters, weather problems, safety measures, technical advances, etc. Everyone with an interest in aviation is invited to attend the clinics and to ask questions of the panelists.

FLIGHT COURSES

1. AOPA 360° Rating
2. AOPA Instrument Nav/Com.
3. AOPA Instrument Enroute Procedures
4. AOPA Instrument Approach Procedures
5. AOPA Instrument Pilot Refresher
6. AOPA Pinch-Hitter
7. AOPA No Engine

FUN TIME

Among the celebrated names expected to appear at the Plantation Party are:

AOPAer Edgar Bergen and Charlie McCarthy. The Lennon Sisiters; Accordion Virtuoso Myron Floren and others.

1966 AOPA Plantation Party and Industry Exhibit, Holiday Riviera and El Mirador Hotel, Palm Springs, California, October 1 - 6. For package plans and flight training courses, contact: AOPA Plantation Party, P.O. Box 5960, Washington, D. C. 20014. Phone (301) 654-0500.

FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	July	Aug.	Sept.
Bozeman (Gallatin Field)			
Culbertson		3	
Glasgow		13	14
Glendive		27	
Great Falls (International)		7	11 8
Missoula		21	25 22
Sidney			28

Note: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula



CALENDAR

June 13 - July 1, Dillon—Western Montana College—Teachers Workshop.

June 15 - July 6, Havre—Northern Montana College—Teachers Workshop.

June 20 - July 20, Missoula—University of Montana—Teachers Workshop.

June 20 - July 8, Billings—Eastern Montana College—Teachers Workshop.

June 27 - July 15, Dillon—Western Montana College—Aviation Science Course for High School Teachers.

July 1 & 2, Minot, North Dakota—International Aviation Days. Aircraft and Model Displays, Flying "Treasure Hunt"—(open to all types of aircraft); treasure hunt to run from Minot to Bismarck to Medora and back to Minot. Coffee and donuts at Bismarck. Free Buffalo Barbecue at Medora. First Prize—\$750 NACO Mark III Aircraft Radio or NARCO ADF3 Aircraft Radio.

July 4, Plentywood—Sherwood Hangar Fly-In Breakfast. Free to all pilots and passengers. (Rain Date: July 10.) Plentywood Jaycee's will hold a 4th of July Demolition Derby and fireworks.

July 4, Polson—Flying Farmers Fly-In Pot Luck at Ed and Martha Baldwins.

July 9—West Yellowstone Fly-In of the Helena Hangar of the MPA.

July 14, West Yellowstone—Montana Aeronautics Commission regular meeting.

July 18-19-20, Preliminary Survey, Air Transport Study—James C. Buckley Inc. and Montana Aeronautics Commission—Missoula, Butte, Great Falls, Billings, Miles City and Glasgow.

July 24, Lincoln—Airport Dedication. Ceremonies at 1:00 P.M.

July 30 - August 5, Louisville, Kentucky—International Flying Farmers Convention.

August 6, (Rain date August 7)—Ladies 99's "Fun Race", starting point: Glasgow—ending at Lewistown.

August 11, Helena—Airplane

Multi Engine Pilot's Seminar. Time: 7:00 P.M. - 10:00 P.M. Location: Aeronautics School, Helena Airport.

August 14, Broadus—Airport Dedication.

August 20, Sidney—Air Show starring Don Pittman, sponsored by the Sidney Chamber of Commerce. Fly-In breakfast at 8:00 A.M.—Air Show at 1:00 P.M. Static Displays. Bomb Contests open to all pilots.

September 1, 2, and 3, Vancouver, B.C.—International Northwest Aviation Council annual convention.

September 7, 8, and 9, Wheeling, West Virginia, Oglebay State Park, National Association of State Aviation Officials Annual Convention.

September 27, 28 and 29, St. Louis, Mo.—National Business Aircraft Association Annual Convention, Chase Park-Plaza Hotel.

September 30, October 1 and 2, Shelby—Flying Farmers Convention.

October 1 - 6, Palm Springs, California—Aircraft Owners and Pilots Association Plantation Party.

REMINDER

This notice is a reminder to all aircraft owners, who operate their aircraft under IFR, that the date of compliance with Paragraph 170 of FAR 91 is August 1, 1966.

This paragraph states:

"No person may operate an airplane in controlled airspace under IFR unless, within the preceding 24 calendar months, each static pressure system and each altimeter instrument has been tested and inspected and found to comply with Appendix E of Part 43. The altimeter must be tested by appropriately rated repair station."

Particular care should be taken to retain the repair station repair release tag in the aircraft log book as proof of compliance.

Federal Aviation Agency
General Aviation
District Office

"FOOD FOR THOUGHT" OR "FOOD FOR ACTION?"

"Senator Monroney, during the Senate Aviation Subcommittee Hearings on the extension of the Federal Airport Act, said that the Federal Government spends 50 cents per person a year on airports—contrasted with \$25 per year per person for highways!"

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Billmeyer, Allen W.—Hogeland Creek, Jack L. Jr.—Great Falls
Cole, William J.—Kalispell
Long, John W.—Westminster, Calif.
Dahlman, Floyd F.—Cut Bank
Knight, Kenneth K.—Great Falls
Hess, Vicki L.—Great Falls
Little, Jack R.—Great Falls
Williams, Harry L.—Kalispell
Harbaugh, Gerald G.—Hamilton
Necker, Robert M.—Hamilton
Porter, Ronald M.—Hamilton
Barrett, Bill Franklin—Missoula
Chernisky, Linda M.—Missoula
Clark, James E.—Missoula
Houghton, Clarence R.—Bozeman
McNeil, Dwayne W.—Great Falls
Kunesh, Albert L.—Great Falls
Stobart, Robert H.—Great Falls
Johns, Donald C.—Great Falls
Duff, Roy M.—Whitefish
Lehmann, Robert F.—Kalispell
Lindeman, Duane B.—Livingston
Samuels, Norman—Chester
Fritz, John R.—Chester
Tamboer, John L.—Eureka
Fox, Hazel H.—Dutton
Griffith, Michael C.—Denver, Colo.
Brooke, Patrick M.—Missoula
Acosta, Alvaro—Missoula
Little, Amos R. III—Helena
Tillett, Theo A.—Polson
Magers, Douglas J.—Wilsall
Lamoreaux, Joel A.—Columbia Falls
Kraus, David J.—Great Falls
Hibbard, Chase T.—Helena
LeMieux, David A.—Boulder
Felstet, Duane A.—Missoula
Jensen, Lawrence G.—Billings
Sylvester, Donald A.—Deer Lodge
Madden, Robert J.—Butte
Kruckenberg, Angeline M.—Kalispell
Nelson, Vickie A.—Helena
Chaney, James L.—Butte
Nelson, Jerry A.—Dillon
Jones, Wellen A.—Turner
Frazier, Thomas J.—Powell, Wyo.
Frazier, Gerald A.—Powell, Wyo.
Hall, Harold F.—Bozeman
Bates, William J.—Hamilton
Kimp, Kenneth F.—Hamilton

Johnson, Charles H.—Missoula
Willard, Donald G.—Great Falls
Reed, Charles W.—White Sulphur Springs

Nilson, George B.—Great Falls
Idrach, Miguel A.—Puerto Rico
Goddard, Floyd J.—Belgrade
Strizich, James M.—Great Falls
Murnieks, Janis—Johnson City, N.Y.
Iverson, Donald B.—Dore, N.D.

Rees, Roxy W.—Sidney
DeVoor, Pat J.—Billings
Posey, Gary L.—Miles City
Doze, Virginia D.—Billings

Garber, Thomas G.—Big Horn, Wyo.
Duggleby, Gary J.—Cody, Wyoming
Henke, Richard C.—Hobson
Henke, Lowell D.—Hobson

Pekkala, Keith A.—Lewistown
Olson, Larry R.—Beach, N.D.
Jones, Robert T.—Beach, N.D.
Meierding, Chesley W.—Billings

Graham, Frank D.—Billings
Rieker, Gerald D.—Scobey
Brenge, Gary—Wibaux
Reep, August J.—Williston, N.D.

Knodel, Russel E.—Cody, Wyo.
Hancock, Elizabeth B.—Billings
Naquin, Edmond P., Jr.—Thibodaux, La.

Garber, Victor E.—Ismay
Fehlberg, Robert E.—Billings
Ferguson, Robert C.—Fort Peck
Larsen, Larry S.—Billings
Scheidecker, Parry A.—Laurel
Spillman, Patricia L.—Cut Bank

PRIVATEES

Miller, Virgil E.—Great Falls
Cambilargiu, Piero—Missoula
Howard, Calvin L.—Thompson Falls
Henneman, Douglas E.—Valier
Blewett, Raymond G.—Butte
Sikorski, Thomas J.—Willard
Klovstad, John W.—Malta
Krutar, Jon A.—Missoula
Ford, Robert K.—Missoula
Buechler, Ronald R.—Bozeman
Williams, William T.—Laurel
Herigstad, Faye A.—Shelby
Walden, JoAnn—Great Falls
Kidd, Mary C.—Great Falls
Bell, Jack R.—Great Falls
Lampert, William F.—Missoula
Martin, Wilbur Van Sant—Missoula
Nilsen, Lou R.—Missoula
Strang, Gerald E.—Great Falls
Steward, William L.—Dillon
Rugg, Raymond P.—Arlee
Tipp, Raymond P.—Missoula
Stauffacher, Thomas J.—Rockford, Illinois
Ogren, Erik R.—Lockport, Illinois
Mathis, Jack W.—White Sulphur Springs

Christensen, Richard G.—Great Falls
Ringling, Paul T.—Bozeman
Thompson, Thomas L.—Billings
Bradford, John W.—Billings
Short, David A.—Clinton, Illinois
Schneider, James A., Jr.—Williston, N.D.

Belcher, Ronald K.—Lavina
Lemon, James M.—Hardin
Braten, Randall O.—Cody, Wyo.
King, Glen C.—Billings
Walker, Stephen W.—Billings
Walter, Theo R.—Billings
Maxwell, Keith B.—Billings
Combs, Mary M.—Billings
Knudson, John V.—Glasgow
Omlid, Ivan—Watford City, N.D.
Wommack, Rex—Billings
Patrick, Larry D.—Rudyard
Currie, James M.—Big Horn, Wyo.
Wommack, William L.—Billings
Deichl, Andrew J.—Billings
Bakken, Clarence J.—Medicine Lake
Peplinski, Thomas J.—Glendive
Sande, Keith M.—Miles City

ADVANCED AND SPECIALIZED COMMERCIAL

Lassey, Jerry L.—Cartwright, N.D.
Wilson, Larry W.—Attica, Indiana
Funk, Ronald R.—Valley Station, Ky.
Williams, H. M.—Glasgow
Keller, George E., Jr.—Billings
Connors, John F.—Butte
Harvey, Douglas W.—Billings
Genereaux, Eugene P.—Big Horn, Wyo.

Neff, Taylor S.—Lewistown
Smalley, Lawrence H.—Powell, Wyo.
Lindley, James M.—Billings
Crowder, David L.—Missoula
Deville, Richard F.—Bearcreek
Newton, Harold L.—Billings
Gregory, William F.—Janesville, Wis.
Croushore, John Z.—Glasgow
Bosse, Gerard J.—Great Falls
Anderson, Robert W.—North Branch, Minn.

Husar, Gregory G.—Billings

AIRLINE TRANSPORT

Dolan, Chester D.—Missoula
Glover, John—Winnipeg, Canada

MULTI ENGINE

Dolan, Chester D.—Missoula
Philips, Thomas R., Jr.—Philadelphia, Penn.

INSTRUMENT

Schweigert, Weldon W.—Great Falls
McCann, Paul G.—Great Falls
Alderson, Ivan E.—Missoula
Matthews, William H.—Great Falls
Komberec, Richard C.—Drummond
Wendt, Douglas M.—Oglesby, Texas

Philips, Thomas R.—Philadelphia, Penn.

Young, Ralph S.—Billings
Craig, Thomas W.—Billings
Husar, Gregory G.—Billings
Lindley, James M.—Billings
Gregory, William F.—Janesville, Wis.
Deville, Richard F.—Bearcreek
Smalley, Lawrence H.—Powell, Wyo.
Crowder, David L.—Missoula
Neff, Taylor S.—Lewistown
Newton, Harold L.—Billings

FLIGHT INSTRUCTORS

Hortsmann, Gerald R.—Polson

ROTCRAFT/HELICOPTER

Blankenship, Bernard O.—Livingston
Benny, Gerald J.—Great Falls
Wendt, Douglas M.—Oglesby, Texas

TYPE RATINGS

Douglas DC 3

Owen, Maurice L.—Missoula

AVIATION INTRODUCTIONS

STUDENTS: The pupils from the third grade at Anna Jefferies School in Cut Bank, were treated to free plane rides by Chet Sammons, Herb Sammons and Dick Kullberg. The flights were given in conjunction with a project on Air Transportation.

CUB SCOUTS: 58 Cub Scouts of Pack 116, Helena, Montana were taken for plane rides for a minimum charge for gasoline—by Richard Rundell and Norm Lieberg. Scout leaders arranging the flights were Pat Bouchard, Lyle Andrews, Warren Temple, Ed Homer, Ted Rintala, John Morrison, Jr. and Vern Moody.

C. A. P. CADETS: The Civil Air Patrol Cadets were given orientation rides by Duane Jackson and Jack Willis of the Billings MPA Hangar.

We compliment these individuals who give of their time and their aircraft to promote aviation in the young. Knowledge Breeds Interest!

STATISTICS

(Montana Aircraft Accidents)

61/37
65/22
29/13
29/1

	Accidents Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1965 as of this date	29	13
1966 as of this date	29	1

FLY TO MONTANA'S BACKWOODS WONDERLAND

FOR THE BEST IN FISHING—CAMPING—OUTDOOR RECREATION—SCENIC WONDERS AND COMPLETE RELAXATION

Montana can boast of scenery unequalled for beauty—fishing that is unbeatable and elbow room for relaxation. For many there is no finer vacation than one that will be "away from it all" and Montana offers you—The Flying Vacationer—this combination at a variety of locations.



(Scenic Photos Courtesy Montana Highway Commission—State Advertising Dept.)

FOR THE FLYING FISHERMAN: Whether you prefer lake, river or stream fishing—Montana has "the spot." Species to be taken include Rainbow, Brown Trout, Cutthroat, Mackinaw, Dolly Varden and Montana Grayling. (For complete details on Montana fishing locations and regulations—contact the Montana Fish and Game Department, Mitchell Building, Helena.)

FOR THE CAMPER: If you wish to fly in and fish or camp for the fun of camping and the relaxation—you will thoroughly enjoy our backwood areas—the scenery, the wildlife and the just "getting away from it all." (Complete details on Campgrounds, Contact the State Advertising Department, Helena, Montana.

DUDE RANCHES—PACK TRIPS ENTHUSIASTS: Montana abounds in excellent Dude ranches that offer everything in the way of Western living at its best—Pack trips may be arranged into a number of the true wilderness areas. The majority of Montana ranches are located near airport towns and supply transportation from the airport to the ranch and several ranches have airports immediately adjacent. (Further information on Dude Ranch locations and rates may be obtained from the Dude Ranchers Association—Billings, Montana. For Pack Trips—Contact Montana Outfitters and Guides Association, Billings, Montana.)

FOLLOWING ARE LISTED RECREATIONAL AIRSTRIPS ADJACENT TO IDEAL AREAS FOR FISHING AND CAMPING IN MONTANA'S GREAT OUTDOORS

CODE:

- X National Park Entrance. Indicates nearest suitable airstrip to a National Park.
- + Commercial Facilities. Lodging, Car Rental, Restaurant available at adjacent town.
- O Dude Ranches. Airstrip on the Dude Ranch.
- * Blue Ribbon Fishing Stream immediately adjacent to Airstrip.
- = Campsites, improved and unimproved Campsites located on airstrip (Make local inquiry).

	CODE		AIRPORT	LOCATION	
X	+		BABB (Glacier Park)	Lat: 48°51'	Long: 113°26'
	O		BOULDER	Lat: 46°13'	Long: 112°07'
	+	*	CLINTON	Lat: 46°43'	Long: 113°39'
	+	*	COLUMBUS	Lat: 45°38'	Long: 109°15'
	O	+	ENNIS	Lat: 45°21'	Long: 111°44'
	+		FORT PECK	Lat: 48°01'	Long: 106°29'
	O	*	9 QUARTER CIRCLE (Gallatin Gateway)	Lat: 45°04'	Long: 111°17'
X	+	*	GARDINER (Yellowstone Park)	Lat: 45°03'	Long: 110°44'
	+	*	LIBBY	Lat: 48°24'	Long: 115°32'
	+	*	LINCOLN	Lat: 46°58'	Long: 112°39'
	+	*	LIVINGSTON	Lat: 42°42'	Long: 110°26'
		*	MEADOW CREEK	Lat: 47°51'	Long: 113°25'
	O	*	POLEBRIDGE	Lat: 48°49'	Long: 114°20'
		*	POLSON	Lat: 47°41'	Long: 114°11'
		*	SCHAFER	Lat: 48°05'	Long: 113°15'
	+		SEELEY LAKE	Lat: 47°11'	Long: 113°27'
		*	SPOTTED BEAR	Lat: 47°58'	Long: 113°34'
			TIBER DAM	Lat: 48°19'	Long: 111°07'
			TOWNSEND (Canyon Ferry)	Lat: 46°25'	Long: 111°34'
	+	*	TROY	Lat: 48°29'	Long: 115°54'
	+	*	VALIER	Lat: 48°18'	Long: 112°15'
X	+	*	WEST YELLOWSTONE (Yellowstone Park)	Lat: 44°41'	Long: 111°07'
	+	*	WISDOM	Lat: 45°35'	Long: 113°28'
		*	WOLF CREEK	Lat: 46°57'	Long: 111°58'

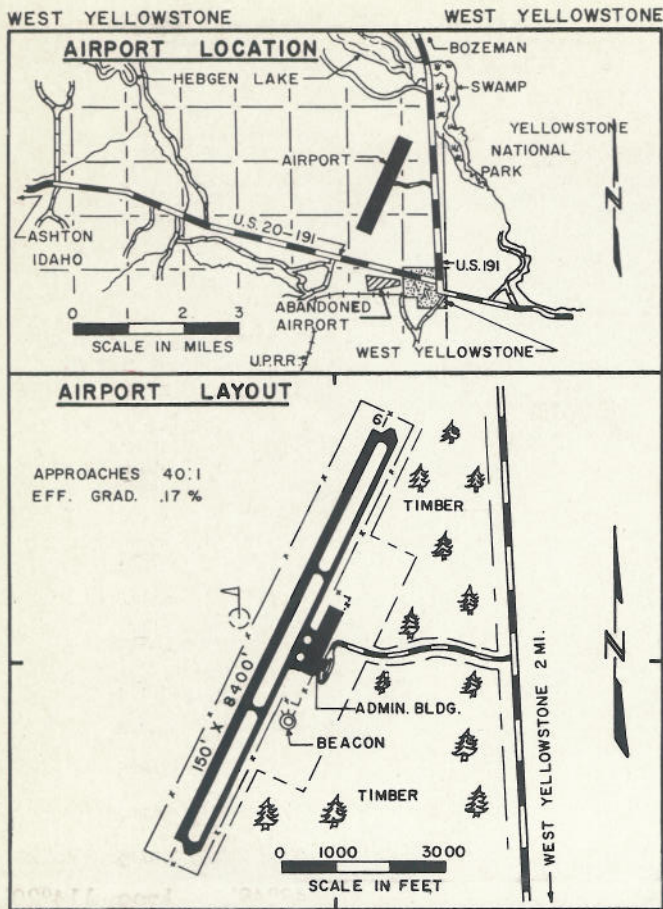
**FOR INFORMATION CONCERNING INDIVIDUAL AIRSTRIPS
AND TO OBTAIN AERONAUTICAL CHART AND/OR AIRPORT DIRECTORY**

WRITE

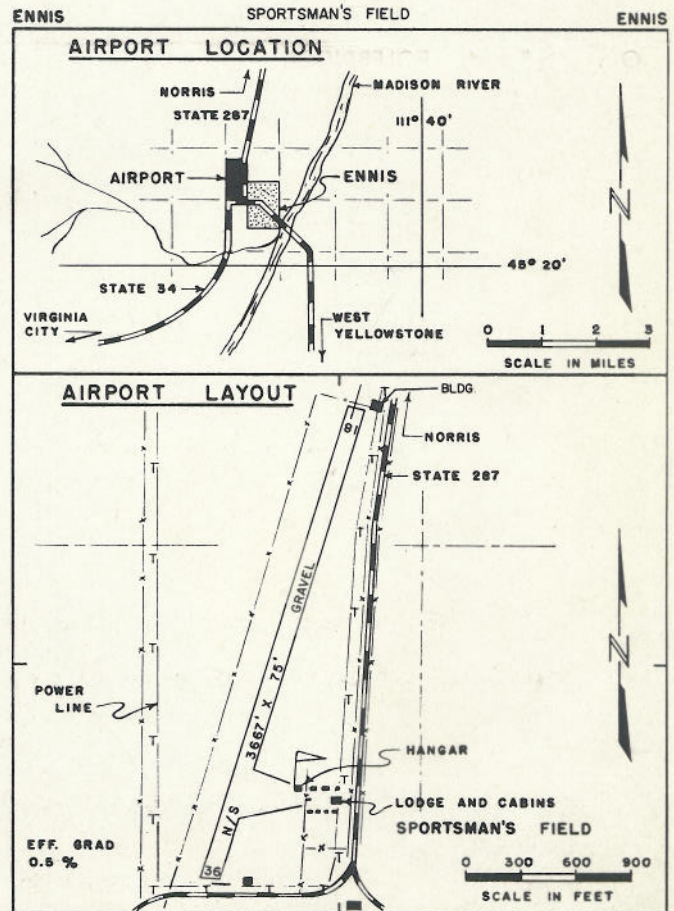
THE MONTANA AERONAUTICS COMMISSION

P. O. Box 1698

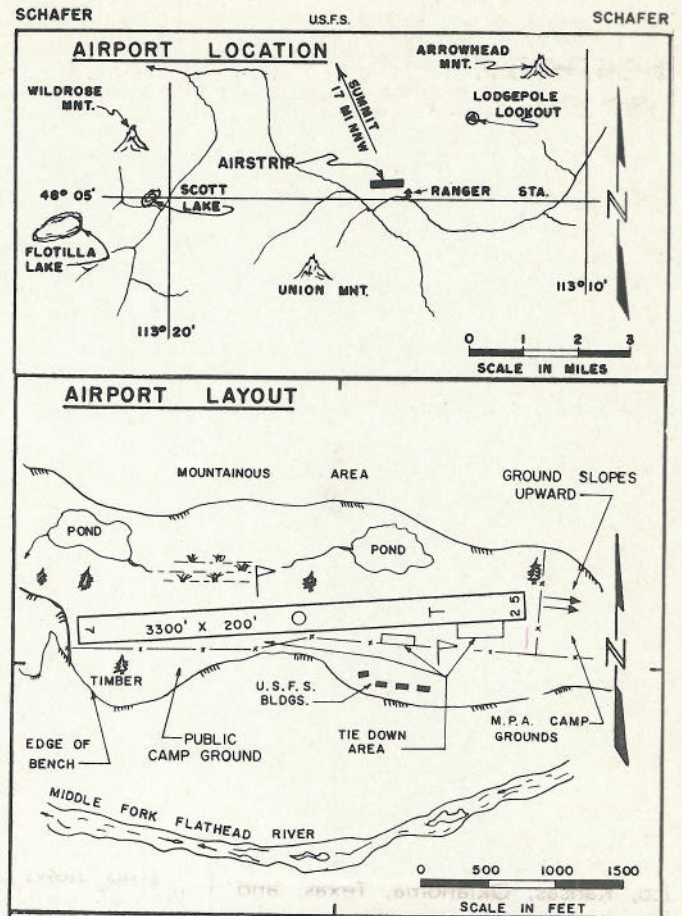
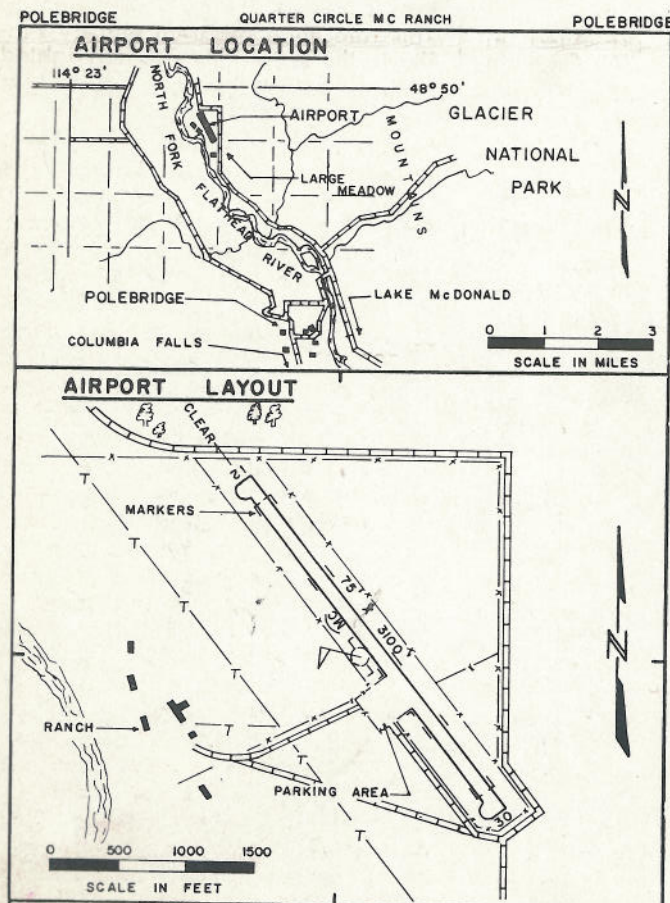
HELENA, MONTANA 59601



Yellowstone Falls—one of the many scenic wonders of Yellowstone Park.



Young man with Montana Fisherman's luck! Enjoy any part of the 32,000 miles of fishing streams, lakes and rivers.



CAB'S PACIFIC NORTHWEST-SOUTHWEST SERVICE INVESTIGATION

By Charles A. Smith
Commission Attorney

On June 6, 1966, the Civil Aeronautics Board announced that it will review Examiner Ross I. Newman's initial decision in the Pacific Northwest-Southwest Service Investigation.

The action was taken on the Board's own initiative without awaiting the filing of petitions by parties requesting a CAB-review of the decision. Since unsuccessful parties would undoubtedly have requested review, the action by the Board on its own motion saves time and expense and will expedite the decision.

The Pacific Northwest-Southwest Service investigation was instituted August 13, 1964 (Order E21186), to determine the need for long-haul, single-carrier service between major Pacific Northwest terminals (Washington, Oregon, Wyoming, Utah, and Northwest Colorado) on the one hand, and major Southwest terminals (Southeast Colorado, New Mexico, Kansas, Oklahoma, Texas, and Louisiana, and Kansas City and St. Louis, Missouri) on the other hand.

Examiner Newmann issued his initial decision on June 3, 1966. He concluded that three new carriers—Braniff Airways, Inc., Continental Airlines, Inc., and Western Airlines, Inc., should be authorized to operate between the Pacific Northwest, Denver and Texas. The Examiner's decision, if upheld by the CAB, will permit single carrier service via Western Airlines from Montana through Denver to Texas.

He also said Braniff and Continental should be awarded new authority to operate between Pacific Northwest, Denver and New Orleans, and between the Pacific Northwest, Denver and St. Louis. Under his initial decision, Seattle, Washington; Portland, Oregon; Boise, Idaho; Salt Lake City, Utah; Denver, Colorado; Kansas City and St. Louis, Missouri; Albuquerque, New Mexico; Wichita, Kansas; Tulsa and Oklahoma City, Oklahoma; Dallas, Fort Worth, Houston, San Antonio, and El Paso, Texas; and New Orleans, Louisiana, would receive new service.

In other findings, the Examiner decided:

Eastern Airlines, Inc., Braniff, and Continental should be given turn-around authority between Denver and St. Louis;

That the restriction on the certificate of United Airlines, Inc., be modified to permit carriage of Denver-Kansas City passengers on long-haul flights and the restriction on TWA certificate be modified to permit the carriage of Denver-Kansas City and Denver-St. Louis passengers on long-haul flights, and that the three existing interchange services operating within the area (Continental-United, Continental-Braniff, and Braniff-United) be terminated. The Continental-United interchange presently operates between Seattle-Tulsa via Denver; Continental-Braniff operates between St. Louis-Denver via Kansas City, and Braniff-United between Dallas-Seattle via Denver.

Exceptions to the initial decision were to be filed by June 16, 1966, and briefs to the Board are to be submitted not later than July 6, 1966.

The normal practice following the submission of briefs is to hold oral arguments after which the CAB issues its own decision on the merits.

(This news article presented in lieu of usual article "A Case in Point".)

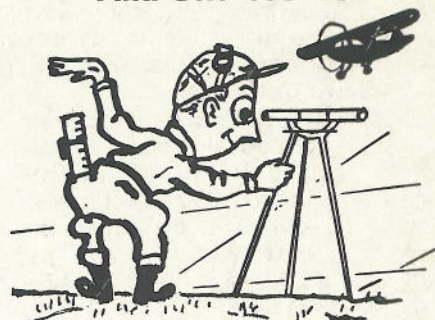
NEWS FROM THE AIRLINES EARNINGS FOR FRONTIER AIRLINES UP 68 PER CENT

May earnings of \$121,930 were up 68 per cent for Frontier Airlines over the \$72,431 for the same month a year ago. This gain was reported today by Lewis W. Dymond, chairman of the board and president of the Denver-based carrier.

Frontier's financial showing reflects an increase of 54 per cent in revenue passenger miles in May and a 48 per cent gain in revenue passenger miles for the first five months of this year over a like period a year ago. These increases reflect increased use of Frontier's Half-Fare Plan which is available between 20 city pairs and the addition of new jet-powered Convair 580 aircraft over additional route segments of Frontier's 11-state system.

June traffic is running 55 per cent ahead of last year and is expected to result in another record earnings report.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

BEACON RELOCATION PROGRAM. Bids were opened on June 7 for the relocation of six airway beacons which are to be removed and erected on airports. The following airports will get beacons this summer from this first program: Broadus, Ryegate, Lincoln, Polson, Anaconda, and White Sulphur Springs. The lowest bidder of five bidders was Northwest Utility Construction Company of Kalispell with a total bid for all six airport beacons of \$14,948 or an average of \$2,491.33 per beacon relocation. A second program will be advertised in the near future. This relocation program will be similar to the last with more non-lighted airports getting beacons under this new State program.

AIRPORT FENCING. Bids were opened on June 2 for the construction of an airport perimeter fence at the White Sulphur Springs Airport. The low bidder was Roger Bohleen of Wilsall with a total bid of \$3,742. The other bidder was Bob Clark & Sons of Choteau with a total bid of \$4,893.50. The contract includes building a mile and a half of new fence and rebuilding one mile of old fence and adding various gates and brace panels. All of the fence will be woven wire and sheep tight.

BENCHMARK. Construction is now underway on the new airport at Benchmark on the edge of the Bob Marshall Wilderness area west of Augusta. Paving will start on about July 1 and the total project should be completed August 1.

LINCOLN DEDICATION. The official airport dedication of the new airport at Lincoln will be held on Sunday, July 24. Many throughout Montana will be flying in for this function which is co-sponsored between the Aeronautics Commission, the Lincoln Lions Club, and the Missoula

Hangar of the Montana Pilots Association. Free transportation will be furnished to pilots to their favorite fishing spot or near-by dude ranches or the town of Lincoln.

BROADUS. The new general aviation utility airport at Broadus is now completed and is open for traffic. Official dedication day will be August 14, 1966. The stabilized turf runway is 3100 feet long and 100 feet wide.

DILLON. The Beaverhead Aeronautics Board opened bids on June 21 for the runway overlay paving project. The apparent low bidder was Burggraf Construction Company of Idaho Falls at approximately \$55,000.

HAVRE. The Havre City-County Airport Board opened bids for the extension and paving and lighting of the airport project at Havre. Baltrusch Construction Company of Havre was the apparent low bidder at approximately \$72,000.

POLSON. Bids were recently opened for the extension and paving of the main runway at Polson. The apparent low bidder was Garrick Construction Company of Missoula with a total bid of approximately \$78,000. The bid was rejected because of contractor noncompliance. He did not have a Montana Contractor's License. This project will be re-advertised with the new bid opening date of July 11. The Airport Board accepted the apparent low bidder for the electrical portion of the Airport Improvement Project. This included lighting the runway and taxi-way. The electrical low bidder was Midland Electric of Billings, Montana, with a total low bid of \$17,091.30.

ANACONDA. The City-County Airport Board of Anaconda recently opened bids for their runway, taxi-way and apron paving and lighting project. The apparent low bidder was Naranche & Konda of Butte with a total low bid of \$108,568. The low bidder on the electrical for the runway lighting project was Midland Electric of Billings with a total low bid of \$19,923.

LICENSED A AND/OR P MECHANICS WANTED:

Finest of working conditions and benefits—steady employment. Contact: John Gallagher, Montana Piper Distributor, Logan Field, Billings. Phone 245-6625.

GLASGOW INTERNATIONAL AIRPORT DEDICATED

Dedication of the Glasgow International Airport was held on June 12 in connection with the 49th Parallel Days. Breakfast was served from 7:00 A.M. until 10:00 A.M. with the formal ceremonies commencing at 10:30. Mr. Carl W. "Bill" Bell, Vice Chairman of the Montana Aeronautics Commission, was Master of Ceremonies. Mr. Bell introduced a number of the persons directly responsible for the airport advancement and members of the Montana Aeronautics Commission and staff attending. Rev. Robert Strutz gave the invocation.



Mr. Paul Campbell during his Dedication Address. Seated on the speakers platform were: James Hines, City Council president; Robert E. Lee, Chamber of Commerce president; Dean Newton; Bill Bell, MC; Col. Clark Henkle, Glasgow Air Force Base wing commander; H. H. Ames, Scobey; Saskatchewan Minister of Labor, Cordair; Sam Allie, City County Airport Commission chairman and Earl Daley, Valley County Commission Chairman.

Mr. "Hub" Ames, Scobey, representative for Governor Tim Babcock, reminisced of the Glasgow Airport's first dedication held in 1934 and applauded the numerous improvements since that time.

Mr. Sam Allie, Chairman of the City-County Airport Commission stated in his address that "We don't plan to stand still—we plan to advance with the times of aviation!"

Representing Glasgow's mayor, Mr. James Hines welcomed the crowd to Glasgow and to the dedication. Mr. Hines expressed Glasgow's hope that the facilities would be completely utilized.

Mr. Paul Campbell, featured speaker was presented. Mr. Campbell, often referred to as Glasgow's "Mr. Aviation" related his association with the airport since 1930 up to the

present. He stated that it is especially gratifying now that the combined efforts of the Chamber of Commerce, Valley County Commission, City of Glasgow, City/County Airport Commission and Valley County Development Council have brought about this International Airport and its many improvements. It will be a great advantage to Valley County from now on. Mr. Campbell outlined the history of the airport and the thrills that aviation, the airport planning and activities have given him through the years.

The crowd enjoyed the entire dedication program which included—A Fly-Over by the Voodoo jets (F-101s) from the Glasgow Air Force Base—Parachute jumps by Sgt. Tulley and Skip Ball—Crop Spraying demonstration by Bud McPherson and an entertaining narration by Dean Newton complete with a demolition exhibition by "Col. Sherman Horn Van Mader." (Actual piloting by Lee Rawlings of Valley Aviation.)

Airplane rides were given to 220 people during the afternoon. Refreshments were served by Wokal Flying Service.

Compliments are extended to the following for the arrangements and excellent program—Vic Wokal, Chamber of Commerce Aviation Committee Chairman; Lynn Grobel, Chairman of dedication committee, assisted by Carl "Bill" Bell; Gene Etchart, Harold Helland, Robert Lee, C. D. Markle and Max Russell, who represented the Jaycees.

M P A NOTES



Your new officers and Board of Directors, of the Montana Pilots' Association began the years planning at a Board meeting in Great Falls, held at the home of Dr. James Payne. The action taken at the Convention was reviewed and means of achieving the desired ends were discussed. Plans were started to double our membership and make this an interesting year with many varied activities.

Do write your State Officers for any help you wish; and submit your ideas for making this the kind of year that—**YOU, THE MEMBERS—**want!

H. K. (Red) DuPree, President
Montana Pilots Association

COMPETITION

A business man we visited recently had a plaque on the wall above his desk we thought worth copying and sharing with our readers:

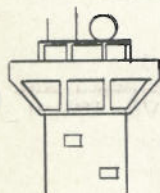
"My competitors do more for me than my friends; my friends are too considerate to point out my weaknesses, but my competitors go to great expense to advertise them."

"My competitors are efficient, diligent and attentive; they make me search for ways to improve my product and my service."

"My competitors would take my business away from me, if they could; that keeps me alert to hold what I have."

"If I had no competitors, I might become lazy and indifferent to my customers; I need the discipline enforced upon me."

"I salute my competitors; they have been very helpful to me. God bless them all!"—**Reprinted from the Stimulator, Weekly Bulletin of the Helena Rotary Club.**



TOWER

OPERATIONS

MAY, 1966

	Total Operations	Instrument Operations
Billings	13,664	919
Great Falls	11,041	663
Missoula	8,128	255
Helena	4,711	131

39.4 MILLION GENERAL AVIATION TRAVELERS IN 1965

According to a new report released today by the Federal Aviation Agency, general aviation (non-airline) airplanes carried an estimated 39.4 million travelers in 1965. Airlines carried 84.6 million passengers.

The estimates of general aviation travelers were based on information gathered by all of the Agency's flight service station facilities during August 1965. Each facility submitted load factor information from pilots filing itinerant flight plans. Local flights, generally conducted for practice or sightseeing, which took off and landed at the same airport, were not counted.

99's BIG SKY "FUN RACE"

The third Big Sky Race of the Montana Chapter of the Ninety-Nines will be held August 6, commencing at Glasgow and ending at Lewistown. Mrs. Pearl Magill, Glasgow and Mrs. Bev Ledbetter, Havre, have been named co-chairmen for the event.



Co-Chairman Bev Ledbetter and Pearl Magill discussing Trophies for the race with Jack Wilson—Safety and Education Officer for MAC.

The race this year will be based on navigational skill and general flying knowledge in lieu of speed. The race will be run VFR on Mountain Standard Time in compliance with all FAA regulations. It will be open to all women pilots who hold a private pilot certificate or better and to all types of aircraft. Co-pilots may be student pilots or any female of your choice who is interested in flying.

Details of the route will not be disclosed until the Saturday morning briefing which will be held one hour before take-off. Only two members of the Montana 99's arranging the route, know these details—they will not be contestants. It is recommended you familiarize yourselves with the Airman's Information Manual and charts covering the Eastern and Central sections of the state.

The Yogo Inn at Lewistown will be the hub of activity at completion of the race. The Lewistown MPA Hangar will furnish transportation to the Yogo Inn. The Saturday evening banquet will be sponsored by the State MPA for all those flying in the race. Trophies donated with the compliments of Montana Aeronautics Commission will be awarded in addition to numerous gifts and awards donated by interested groups and individuals.

CONTESTANTS NOTE:

All aircraft must be inspected prior to the race. Mr. Don Wright, Principal Maintenance Inspector from GADO I, Billings, will be in Glasgow ready to start at 9:30 A.M. on August 5, one day prior to the Race Day.

An Entry fee of \$5.00 per plane will be charged. Entry forms and detailed information may be obtained by writing Pearl Magill, 824 - 10th Ave. North, Glasgow, Montana. All entries must be received by July 31.

LADIES—If you hold a private license or better—Join the Fun—

**ENTER THE BIG SKY RACE
— AUGUST 6 —
YOU MAY BE THE WINNER!**

FEDERAL AVIATION AGENCY VFR PILOT EXAM-O-GRAM NO. 35 UNICOM FREQUENCIES AND USES

WHAT IS UNICOM? UNICOM is a private aeronautical radio station. It provides a communication channel for many airports without control towers (122.8 mc) and a channel for many airports with control towers (123.0 mc). Both the ground station and aircraft transmit and receive on the same frequency. Many of the FAA Written Examinations contain test items concerning this subject.

WHAT USES MAY BE MADE OF UNICOM (122.8 mc) AT THOSE AIRPORTS NOT SERVED BY CONTROL TOWER?

1. It may be used for communications with private aircraft concerning runway and wind conditions, types of fuel available, weather, dispatching, availability of ground transportation, food, and lodging.

2. It may be very useful in an emergency. To illustrate this point, here is a sample transmission which might be used at a non-controlled airport: "Great Bend UNICOM, this is . . . I am unable to receive a green light 'gear down' indication. Will you have your mechanic check my landing gear as I make a low pass over Runway 17?" In addition to observing the position of the landing gear during a fly by, the mechanic might also review the emergency gear lowering procedures with the pilot.

3. At certain airports, a pilot can turn on the runway lights by tuning

his transmitter to the airport UNICOM frequency and then "Pressing the microphone button" a predetermined number of times within a predetermined time interval. This is true at these locations as long as the UNICOM station receiver is turned on, even though it is unattended.

4. It may be useful in a wide variety of other ways, such as: (a) A student calls to advise his instructor that he is experiencing a rough engine and seeks advice., (b) A private pilot calls in and asks if a mechanic is available to work on his inoperative aircraft tachometer, (c) A doctor requests that an ambulance meet his airplane upon landing to pick up a hospital patient.

HOW CAN A PILOT DETERMINE IF UNICOM IS AVAILABLE AT ANY AIRPORT WITHOUT A CONTROL TOWER? The letter "U" in the airport information on the Sectional Chart indicates UNICOM.

The availability of UNICOM can also be determined by referring to the Airport Directory Section of AIM. (The UNICOM symbol "U-1" is used at airports without a control tower.)

* * *

MONTANA UNICOM NETWORK UNICOM ON 122.8

Alzada, Anaconda, Ashland, Babb, Big Timber, Boulder, Bozeman, Bridger, Browning, Butte, Chester, Chinook, Choteau, Columbus, Condon, Conrad, Culbertson, Dell, East Poplar, Ethridge, Fairfield, Forsyth, Fort Benton, Gallatin Gateway (Nine Quarter Circle Ranch), Gardiner, Geraldine, Glasgow, Glendive, Hamilton, Hardin (Private), Harlowton, Havre Havre (Sand, Private), Jackson, Jordan, Kalispell, Laurel, Lewistown, Libby, Missoula, Plentywood, Polson, Poplar, Red Lodge, Roundup, Scobey, Shelby, Superior, Sweetgrass-Coutts, Townsend, West Poplar, West Yellowstone, Wolf Point, Valier.

UNICOM ON 123.0

Billings (Private), Helena, Great Falls (Private), Missoula.

FOR SALE: 1948 Cessna 140—90 h.p.—Full panel—Narco LFR/3—Low frequency—Narco VHT-2. High frequency and Omni. Real clean. Excellent condition—annualled until November 1966. Price: \$2,895. Contact: Lake Flying Club, Clarence Bakken, Secretary, Medicine Lake, Montana.

FOR SALE: 1959 Cessna 172—300 hrs. SMOH—Full panel—VHT 3—Radio ADF—real clean—Always hangared. Contact: Joe Fenger, Lothair. Phone 432-2655. Plane hangared in Chester.

CAPTAIN BLACK — FAC

Released by:

HQ. 28TH AIR DIVISION (ADC)
MALMSTROM AFB, MONTANA

A most unusual group of men. They want to be seen, even though they are the most hated and feared men in the country. They have one of the most dangerous jobs in the world, but do it with vim and vigor. These are the Forward Air Controllers of Vietnam—called FAC's—a word that strikes terror into the hearts of the Viet Cong.



IN VIETNAM—Indicative of the work done in Vietnam by the Forward Air Controllers (FAC) is this painting, featured on the front cover of the April 1966 issue of the Airman Magazine. The O-1E "Bird Dog" flying in the foreground was the plane flown by Captain Robert Black of the 29th Fighter Interceptor Squadron, Malmstrom Air Force Base, Montana, when he was a FAC in Vietnam. (USAF PHOTO)

FAC's are men who come from many types of assignments. Many have been jet jockeys, piloting an F-101 or any other jet interceptor or he might have been herding a B-52 around the sky. As a Forward Air Controller, he is the direct liaison between the air might of the United States and the chief of the Vietnamese province to which he is assigned. He is the air advisor to a group of hard fighting men who are trying to achieve freedom for their country.

A Forward Air Controller advises the province chief as to the best course in fighting the air war in Vietnam. He also spots and marks

concentrations of Viet Cong for easy destruction by the Air Force. He is the most feared man in Vietnam. Captain Robert Black belonged to this group.

Captain Black is typical of the Forward Air Controllers in Vietnam. Now flying the Air Defense Command's F-101 "VooDoo" for the 29th Fighter Interceptor Squadron at Malmstrom AFB, Montana, he just returned from South Vietnam after a year as a FAC.

Arriving in South Vietnam, he was assigned to the Army Advisory Team in Bao Trai Province, the smallest in Vietnam. It is composed of 230,000 people, most of whom are either Viet Cong or sympathizers. Captain Black's job was to advise the province chief on Air Power. His problem was to gain the confidence of the Vietnamese.

A mild, rather quiet man, Captain Black would not be thought particularly dangerous or even deadly. And the plane he flew, the O-1E "Bird Dog," is a far cry from the typical Air Force fighter or bomber. However, from the Viet Cong point of view, Bob Black, and the other FAC's are the most feared and the most wished dead of all military men.

The reason is simple. The Forward Air Controller is the means to their instant destruction. He can rain down death and keep the Air Force fire power on top of the VC until they are eliminated.

War in Vietnam, as far as the FAC's are concerned, is totally different from anything they have ever fought. The old military strategy, "Don't let yourself be seen," isn't followed in this case. The FAC's are different—they want—to be seen. They have eliminated all camouflage and now their aircraft are a markedly visible silver. Pilots generally wear a parachute in case they have to bail out. But in Vietnam, FAC's don't even have a chute in the plane. They couldn't get out anyway, and besides, it's safer to ride the O-1E to the ground.

Most pilots fly high enough, and fast enough, that ground fire isn't too effective against them. The FAC's on the contrary, fly close to the ground. It's one of the most vulnerable positions imaginable. They fly to less than 1500 feet altitude and well under 100 mph. They might be hit, but Captain Black says,

"it's safest up in the air. The reason is simple—the VC don't want to be seen, so they don't shoot. After they've been spotted and marked, they're too busy ducking the bombs to shoot." However, the time between the marking and the bombing is when the FAC's are fair game and have to be careful.



IN COMPLETE GEAR—Fully dressed and equipped for flight in an F-101 "Voodoo," Captain Black recalls the flights in Vietnam, when a helmet and parachute were unusable items. (USAF PHOTO BY A1C BARRY BURNE)

The Army loved Captain Black. They love all the FAC's and for a very simple reason—he can often be the deciding factor, the difference between life and death for them. He spots the enemy, marks the target with a phosphorous bomb, guides the Air Force pilots in and corrects their aim. He holds the life of an outpost in his hands. Taking off at anytime, often in the total darkness of night, always from an unlit runway, the FAC is able to find the hidden VC because he is low and slow enough to see everything.

It's a small world for a Forward Air Controller. He knows everyone because everyone wants to know him. He's a FAC!! and every American soldier in Vietnam admires him for it. The FAC knows the men depend on him, so, even when offered a little leave time, he will seldom take it. His outpost might be hit that night, and the men might need him. "I've never been happier. It's the best job I've ever had. You go to bed at night with the feeling you've done something!! But you'll leave Vietnam wondering why you

weren't able to accomplish everything."

Captain Robert Black, who received the Bronze star for his actions as a Forward Air Controller, was loved by every American and RVN soldier in Vietnam, while at the same time, he was hated by the Viet Cong. When he was needed, he was there. When he left, he was a better man and Vietnam was a better place because he had been there. For Captain Robert Black had been a FAC.

"AVIATION MEDICAL EXAMINERS" IN MONTANA

Big Timber

Standish, Dr. Vernon D.—Box 158

Billings

Caraway, Dr. Herbert T.—1231 N. 29th St.

Etchart, Leonard W.—16th St. W. and Grand Ave.

Goulding, Dr. Allan L.—2802 9th Ave. N.

Johnson, Darwin F., Jr.—16th St. W. and Grand Ave.

Mohs, Dr. Frank R.—2802 9th Ave. N.

Morrison, Dr. James D.—1241 N. 28th St.

Nelson, Dr. Richard C.—412 N. 28th St.

Bozeman

Sabo, Dr. Francis I.—104 E. Main

Vadheim, Dr. Albert L.—111 So. Tracy Ave.

Butte

Casebeer, Dr. Harvey L.—66 West Park St.

Thometz, Dr. Robert W.—9 East Park St.

Chester

Buker, Dr. Richard S., Jr.—Liberty County Hospital

Chinook

McCannel, Dr. Wilfrid A.—128 Indiana

Columbus

Swanson, Dr. Clarence H., Jr.—Stillwater Clinic

Conrad

Cannon, Dr. Porter S.—416 S. Main Street

Cut Bank

Markette, Dr. James R.—140 S. Central, Box 196

Sletten, Dr. Robert E.—Box 338, Bank Block

Ekalaka

Musser, Dr. Richard E.

Fort Benton

Gertson, W. F.

Glasgow

Little, Dr. Bridger P.—Smith Clinic, Highway 2E.

Glendive

Chambers, Dr. Richard O.—1312 N. Meade Ave.

Sisson, Dr. John M.—Glendive Medical Center

Great Falls

Allred, Dr. Ivan A.—503 First Ave. No.

Bulger, Dr. James J.—College Park Med. Center

Crago, Dr. Felix H.—1220 Central Ave.

Gerlach, Dr. William B.—504½ Central Ave. W.

Keenan, Dr. Thomas M.—501 First Ave. No.

McGregor, Dr. John F.—301 Ford Building.

Person, Dr. Waldemar N.—1220 Central Ave.

Wynia, Dr. Robert E.—2301 - 12th Ave. So.

Havre

Axley, Dr. Albert W.—Havre Clinic

Franken, Dr. N. A.—Medical Arts Building

MacKenzie, Dr. Duncan S., Jr.—301 Fourth Ave.

Helena

Burgess, Dr. John R.—820 N. Montana Ave.

Hoopes, Dr. William J.—1930 Ninth Ave.

Little, Dr. Amos R., Jr.—820 N. Montana Ave.

Jordan

Farrand, Dr. Brownlow C.—Main Street

Kalispell

Ferree, Dr. Virgil D.—221 First Ave. E. (Box 530)

(Continued on Page 16)

Hensler, Dr. Eugene C.—Sunset Blvd. and Nevada St.

Laurel

Calvert, Dr. Matthew W.—14 First Ave., Box 427

Lewistown

Fraser, Dr. Joseph P.—119 E. Main Street

Lefever, Dr. Hollis K.—119 E. Main Street

Gans, Dr. Paul J.—119 E. Main Street

Livingston

Harris, Dr. William E.—601 Robin Lane

Walker, Dr. Robert E.—601 Robin Lane

Miles City

Campodonico, Dr. Lawrence A.—6 N. Seventh Street

Stickney, Dr. Edwin L.—2000 Clark

Winter, Dr. Malcolm D., Jr.—6 N. Seventh Street

Missoula

Brooke, Dr. Charles P.—Fifth Street and Orange

Green, Dr. Norman S.—Fifth Street and Orange

Turner, Dr. Allan P.—235 East Pine Street

Plentywood

Messinger, Dr. Harold R.—501 W. Highland Ave.

Stoner, Dr. Gaylen J.—120 East Second Ave. N.

Polson

Benkelman, Dr. Ward E.—201 Main Street, Box 1450

Roundup

Davis, Dr. David R.—20 - 11th Ave. West

Scobey

Fitz, Dr. Merle D.

Shelby

Stanchfield, Dr. Robert F.—925 Oilfield Ave.

Sidney

Danner, Dr. William B.—602 S. Lincoln Street

Swenson, Dr. Oscar A.—222 Second Ave. SW

Whitefish

McIntyre, Dr. Bruce C.—Whitefish Clinic, 7th and Park

Miller, Dr. Wilfred S.—Whitefish Clinic, 7th and Park

Wolf Point

Knapp, Dr. R. D.—226½ Main St.

Spend your vacation in your own back yard, and your friends will know the kind of person you are—sensible, imaginative, home loving, and broke.

* * *

Enthusiasm is confidence in action.

FOR SALE: 1953 Cessna 190—240 Continental—3 radios—960 TT—Absolute original—Very clean—Always hangared. Price: \$6,900. Write: 844 Ninth Ave., Helena.

FOR SALE: 1948 Cessna 170—New periodic—10 hrs. SMOH—1,976 hrs. TT airframe. Price: \$3,950. Contact: E. G. Neidhardt, 1016 College Ave., Deer Lodge, Montana. Phone 846-2501.

MEMBER

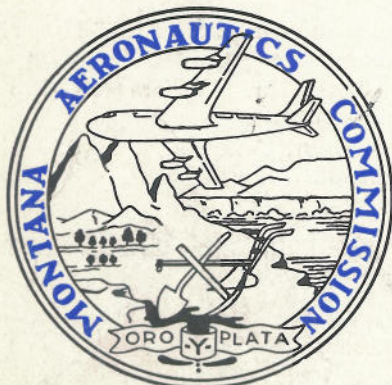
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana

Return Postage Guaranteed



JULY, 1966

U. S. POSTAGE
PAID
HELENA, MONTANA
Permit No. 2